

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

S-E-C-R-E-T

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

COUNTRY	USSR (Tambov Oblast)	REPORT NO.	<div></div> 50X1
SUBJECT	Railroad Technical School in Michurinsk	DATE DISTR.	
DATE OF INFO.	<div></div> 50X1	NO. OF PAGES	3
PLACE ACQUIRED	<div></div> 50X1	REQUIREMENT NO.	<div></div> 50X1
		REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

SOURCE: 50X1

50X1

LIBRARY SUBJECT AND AREACODES

2-02-0406	4/55
755.16	537N
831.3	537N (71)

S-E-C-R-E-T

50X1

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#	AEC				
-------	----	------	----	------	----	-----	----	-----	---	-----	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

CONFIDENTIAL

REPORT NO. 

50X1

COUNTRY USSR (Tambov Oblast)

DATE DISTR. 23 Mar. 1955

SUBJECT Railroad Technical School in Michurinsk

NO. OF PAGES 2

DATE OF INFORMATION 

REFERENCES:

50X1

PLACE ACQUIRED 

50X1

THIS IS UNEVALUATED INFORMATION

SOURCE

50X1

1. The Railroad Technical School (Zheleznodorozhnaya Tekhnicheskaya Shkola) in Michurinsk (N 52-54, E 40-30) was located in a one-story stone building, about 50 m. x 25 m, at the corner of Internatsionalnaya ulitsa and Krasnoarmeyskaya ulitsa, slightly less than one kilometer from the Michurinsk railroad station. <sup>1</sup> Because the school maintained no dormitories, the students lived at their homes in Kochetovka and Michurinsk.
2. The school was administered by the Moscow-Ryazan' Railroad (MRZh) Administration and accepted as students only those persons who were workers at the Kochetovka (N 52-58, E 40-30) and Michurinsk railroad stations. The school had a total enrollment of about 200 students, who were divided into two sections. One section had four groups, or classes, with 25-30 students in each group. This section trained students to be locomotive engineer helpers (pomoshchnik mashinista na parovoze). The other section contained three groups, also with 25-30 students in each group, which graduated its students as train-car inspectors (poyezdnoy vagonnyy master-PVM).
3. Students were assigned to the school on the basis of a quota allotted to the Kochetovka and Michurinsk railroad stations by the MRZh Administration. Proportionately, five of the seven groups of students were workers at the Kochetovka railroad station, which was considerably larger than the railroad station at Michurinsk. <sup>2</sup> In order to be admitted to the railroad technical school in Michurinsk, workers had to be under 30 years of age and had to have completed at least five years of regular school. Students who were to become PVMs also had to have a job-category rating (razryad) of three or four in the job they had held prior to entering the school. Workers who entered the school to become locomotive engineer helpers were usually stokers and, according to source, were not classified into razryady. Because of insufficient vacancies, students frequently did not receive the

CONFIDENTIAL

CONFIDENTIAL

-2-

positions they had trained for when they graduated. When source attended the school, only students with the best scholastic records became PVMs;

50X1

50X1

4. Students in both sections spent a total of 18 months studying at the school. PVM students had 12-15 months of theoretical study and three to six months of practical work in a depot and on a train. Those who studied to be locomotive engineer helpers had 12 months of theoretical study and six months of practical work on a locomotive. The curriculum included courses on the structure and maintenance of passenger cars, freight cars, and locomotives, railroad signal systems, the inspection of arriving trains, the technical check of passenger and freight cars, emergency car repair, and fire-fighting. Classes were held six days each week from 0800 hours to 1600 hours with a 10-minute break between classes and 15 minutes for lunch. Charts and model trains were frequently used as visual aids in classwork. Some homework was given but, according to source, students were not overworked.
5. While attending the school, those who studied to become PVMs received a salary of about 350 rubles per month while those who studied to become locomotive engineer helpers received 400-410 rubles. Although women workers were eligible to attend the school, there were no women students in the school at the time source attended. Source believes that the Railroad Administration did not want to spend money and time training women for more responsible positions because they often stopped working after marriage.
6. The teachers in the school were all graduates of a railroad technical school and had the railroad rating of lieutenant. There were two teachers to each of the seven groups of students; five of the teachers were women. In addition, there was a chief instructor for each section of the school who had the rank of major; the head of the school was an engineer with the rank of lieutenant colonel. (Source could not recall the names of any of these individuals.)
7. The only regular political meetings at the school were for Komsomol members and were held after 1600 hours when classes were over for the day. Source estimated that one-fourth of the student body were Komsomol members. He, himself, was not a member of the Komsomol and could, therefore, supply no information about these meetings. In addition to the regular classes, the entire student body occasionally received lectures of a political or economic nature from visiting railroad Party men. These lectures were usually given twice or three times a month after regular classes were over. They were of a propaganda nature and depicted the rapid economic growth, good working conditions, and living standards in the USSR as compared to the slow rate of growth and poor conditions for workers in the decadent war-mongering Western nations.

50X1

1. [ ] for further data on the location and a description of this building.
2. [ ] for a detailed description and layout of the Kochetovka Railroad Station.

50X1

CONFIDENTIAL